

























Admiral Butler moved,—"The Government be asked, through the members of the House of Commons, to take the following steps:—

**AUBURN.**

A meeting of the above council was held on Monday, Present—the Mayor, (Alderman G. Wright), Aldermen E. Mayo, Taylor, Roper, Blunk, Farnell, Furnell, Ritchie, and Gascoigne. S. M. Jomda wrote acknowledging the receipt of council's order and stating that he would always be willing to do what he could for the borough. It was decided at the latter be entered on the minutes of the council. The Chief Traffic Manager wrote stating that directions had been given for additional travelling accommodation to be placed on the 8.35 p.m.

man on Sundays. The secretary to the commissioners wrote acknowledging the receipt of several letters of the council. Mr. John Nobbs, L.L.B., wrote forwarding a letter from the Department of Public Instruction with reference to the establishment of a public school at Auburn Park, stating that the minister had taken steps to procure suitable land for the erection of the school. The minister referred to Allerman Farnival, as president of the local school board. Several ratemayers wrote applying for work on the reorganization of the council, and the Mayor stated that at all the council's work would have to be by order under at first, as their funds were limited. A report was read from the special committee appointed to

quire as to the council's responsibility in connection with the Dairies Supervision Act. The committee had made full inquiry, and concluded that it was imperative on the part of the council, either to take over the administration of the Act within the borough, or to pay the never-expense the Board of health might be put to in appointing an officer to discharge the duties of inspector of dairies, independent of the council. The committee therefore recommended the appointment of the council clerk as inspector of dairies within the limits of the municipality. Alderman Farnival moved the adoption of a report, which was carried. Alderman Taylor moved:—That the postal authorities be requested to make the letter delivery continuous with the

Carried. Alderman Ritchie moved, "That soon as funds are available, two miles asphalt footpath be laid on the principal streets of the borough." Carried. Alderman Blackett moved, "That the deposit of not less than £1 be required of each tender to the council, as a guarantee of good faith." Carried. Alderman Blackett moved, "That the Mayor and Alderman Taylor be empowered to purchase a safe at a cost not to exceed £25." Carried. Alderman Thomas moved, "That a deputation be appointed to wait upon the Minister

Workers to ask for assistance in forming labor unions and streets in the borough, such deputations to consist of the Mayor and Aldermen Furnival, Gossignie, Taylor, and Ewart." Carroll. "It was decided that the works committee be requested to send up specifications for various works; also, that application be made to the Lands Department to have all streets aligned within the estates recommended in the works committee's report."

**PUBLIC WORKS COMMITTEE.**

The Parliamentary Standing Committee on Public Works, continued its inquiry yesterday afternoon

to the merits of the proposed railway from Jerilderie to Deniliquin. Mr. Jacob Garrard, M.L.A., chairman of the committee, presided, and there were present—Messrs. Humphrey, Suttor, Davison, Jackson, M.L.C.s, and O'Sullivan, Wall, McCourt, Dawson, Collins, Ewing, and Nield, M.L.A.s.

Mr. O'SULLIVAN moved:—“That Mr. Suttor, Mr. Ewing, Mr. Dawson, Mr. McCourt, and Mr. Wall be appointed a sectional committee to inspect, take evidence, and report with reference to the proposed railway from Jerilderie to Deniliquin.”

The motion was agreed to.

Mr. C. J. DENILQUIN, chief draftsman, Department of Public Works, deposed that he had furnished Mr. Garrard with maps showing Crown lands in

Mr. Alexander, for some time examining the Public Works, deposed that he looked into the question of opening up railway communication with the northern section of the province, and that he had been advised by the late Mr. J. H. Macdonald, then Minister of the Interior, to examine the proposed railway. He produced a plan showing the location of Crown lands within 20 miles of the proposed line. There were about 193,000 acres of Crown lands within the limit. About 15,000 acres of these lands were unreserved, while water, forest, and camping reserves comprised the balance of about 180,000 acres. He had not been over these lands, and consequently did not know the quality of the soil. The land in the special areas had sold for \$2 10s an acre.

from Benarra, Mulwala, Tumucwalla, Moama, Deniliquin, Hay, and Wagga. He was of opinion from the inquiries he had made that the Canargo route would be the best. The only advantage of the straight line between Jerilderie and Deniliquin was its shortness. It would save five miles, which meant a saving of £5,000. In spite of that, however, he thought the Canargo route would be the best. Direct railway communication with Moama would open up a considerable traffic with the Western districts of Victoria. New South Wales would now want to be carried by the railway. He had estimated the revenue to be £100,000. He believed it would grow.

development expenses. Although the line would diminish the present loss on the working of the line from Narragansett to Danquihue, it would also develop the country. Following upon the construction of this line the Danquihue to Moama private line would be purchased. This private line would be enormously increased in value by the construction of the Jerilderie to Danquihue line. It would be better to purchase the Danquihue-Moama private line before constructing the Jerilderie to Danquihue line. That was an aspect of the matter requiring careful consideration. The line would pay working expenses at once. It could be used for the construction of other lines that benefit Victoria and South Wales. The line would benefit Victoria.

own land area of 56,000 acres, mostly freehold, belonging to our name. Farming had fallen off in the district owing to the want of a market. He was the author of the resumption by the Government of the Denilquin-Moama line, and the alteration of the line to 3 in. gauge to the standard New South Wales gauge. A line from Hay to Denilquin would carry a large stock traffic. The Denilquin-Denilquin line could not carry the through greenstock traffic. He looked to a large local traffic to support the line. It would cost £250,000 to purchase the Denilquin-Moama line, and the construction of the Denilquin-Denilquin line would cost £100,000, making a total cost of £350,000. These would also be a great benefit to the district.

Mr. NEILL gave notice to move on Thursday. That the resolution of the committee adopted on the 19th May, fixing the proposed public work to be investigated, be and he hereby rescinded, and in place thereof the public work to be considered by the committee be the sewerage works for Parramatta, to be followed by the Girrafin to Lamore railway. The committee adjourned at half-past 4 till a quarter past 2 this afternoon.

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No trouble in life shall come to my wife  
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For a weak stomach, impaired digestion, and all disorders

human liver, they act like a sponge, soak a few doses will be enough to get the impurities out of the system, restore the long-lost complexion, bring back the vigor of the appetite, and arouse into action with the renewed force of health the whole physical energy of the human system. It is the only medicine that has been found to cure all diseases of society, and one of the best guarantees to the nervous and debilitated is, DR. HAN'S PILLS HAVE THE LARGEST SALE of any patent medicine in the world.

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[illegible]